between the private and public sector as well as among Public Sector OMCs. OMCs aim to provide a proper ambience in their retail outlets to retain existing customers and attract new customers in the wake of competition in the retail marketing of petroleum products. Accordingly, customer-friendly facilities like Canopy, Driveway, Illumination, Signages, Toilets etc. are being provided to enhance customer satisfaction. Similarly, at select outlets on the Highways, facilities such as Dhabas, Rest-rooms, parking etc. are provided for the convenience and comfort of the customers. These are commercial decisions for which the Boards of Directors of Navratna companies are fully empowered.

(c) No, Sir. The Public Sector Oil Marketing Companies have been regularly paying good dividends to the Government.

(d) and (e) Do not arise.

River Interlinking Scheme

*19. SHRI TARIQ ANWAR: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether it is a fact that the river interlinking scheme does not find favour from various States;

(b) if so, the reasons therefor;

(c) whether the State Government of Bihar in its report has felt that there is no sufficient water in the Ganga to support the scheme; and

(d) if so, the details thereof?

THE MINISTER OF WATER RESOURCES (SHRI PRIYARANJAN DASMUNSI): (a) to (d) National Water Development Agency (NWDA) based on water balance and prefeasibility studies carried out by it, has identified 30 links (14 under Himalayan Component and 16 under Peninsular Component) for preparation of Feasibility Reports (FRs). Most of the States are supportive of the concept of the Interlinking of Rivers (ILR) programme, provided it can ensure a "win-win" situation for all States. However, some States have reservations in regard to water availability in their territory and they do not agree to water surpluses as worked out by NWDA. Some States also have an apprehension that the link proposals may have adverse effects on their existing irrigation and power requirements.

No report from Government of Bihar has been received mentioning non-availability of sufficient water in the Ganga river to support the ILR Scheme.

Bangalore International Airport Project

*20. SHRI K.B. KRISHNA MURTHY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the CNS agreement between the Bangalore International Airport Limited and Airports Authority of India has been entered into;

(b) if so, when it was entered into;

(c) the present status of the proposed Bangalore International Airport Project near Devanahalli;

(d) the quantum of amount, if any, released by Government during 2004-05 as Central share for the above project; and

(e) by when, the work of the proposed airport will start and by when it is expected to be completed?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Communication, Navigation and Surveillance (CNS) Agreement between Airports Authority of India (AAI) and Bangalore International Airports Limited (BIAL) has been approved by AAI Board on 10.02.2005. The Agreement is yet to be executed between AAI & BIAL.

(c) Greenfield airport at Devanahalli near Bangalore is being implemented on a Build Own Operate and Transfer (BOOT) basis with Public Private Participation. Government of Karnataka (GOK) and AAI together hold 26% equity and the strategic joint venture partners hold the balance 74%. AAI's investment in the equity is capped at Rs. 50 crores. A Consortium led by Siemens, Germany with Unique Zurich, Switzerland and Larsen & Toubro India Limited as other members has been chosen as the strategic Joint Venture Partner. The Shareholders Agreement, the Concession Agreement, the State Support Agreement and the Land Lease Agreement have been executed. Other Agreements such as The Communication Navigation Surveillance/Air Traffic Management (CNS/ATM) Agreement by AAI, Operation & Maintenance Services Agreement, and Financing Agreements by BIAL etc., are yet to be executed.

(d) Airports Authority of India (AAI) are contributing to equity of the